kindly, when the questions are put, the supplementaries are put, let the Ministers also answer... *(Interruptions)...*

SHRI S. B. CHAVAN: So far as the first part of the question is concerned, *thi* whole thing, mostly the investigation is based on the affidavits which had been filed and if the hon. Member feels that the affidavits have been fried in a wrong manner in which the victims themselves are going to be the ultimate sufferers, certainly it is for the investigating agency to find out... *(Interruptions)...*

SHRI VIREN J. SHAH: The police officers filed affidavits... *(Interrupt tions)...*

SHRI S. B. CHAVAN: I will not react to what appeared in today's newspaper reports... *(Interruptions),.* I require notice... *(Interruptions)...,*

SARDAR JAGJIT SINGH AURORA: FIR has been filed by the po'ice against those people... *(Interruption)...* and the cases are being tried since then... *(Interruptions).. .*

MR. CHAIRMAN: Shri Harvendra Singh Hanspal.

श्री हरवेन्द्र सिंह हंसपाल : महोदय, यह कहा जाता है कि "जस्टिस डिलेड इज जस्टिस डिनाइड" । मैं यह मान सकता हूं कि कोर्ट में प्रोसिक्यूशन जो चल रहे हैं, उसके अंदर गवर्नमेंट का हाथ न हो, गवर्नमेंट उसमें कुछ कर नहीं सकती, कैसे उसको एक्सपिडाइट किया जाए? लेकिन मंत्री महोदय ने यह कहा कि पुलिस आफिसर्स और पुलिस कर्मचारियों के अगेंस्ट डिभापार्टमेंट्ल इन्वेस्टीगेशन चल रही है । इस "चल रही" का सिलसिला 1984 से 1992 तक 8 साल हो गऐ , तो सरकार की या हमारी नीयत के ऊपर शक हो जाता है । मैं स्पैसिफिकली यह जानना चाहूंगा कि यह प्रोसिडिंग्स या इंक्वायरीज या इनवैस्टीगेशन जो डिपार्टमैन्टल हो रही है पुलिस आफिसर्स के अगेन्स्ट, यह कब तक फाइनलाइज हो जाएगी और अगर इसमें डिले होती हो तो सरकार उसका स्पैसिफिक कारण बताए कि क्यों डिले हो रही है ?

SHRI S. B. CHAVAN: I have just now stated Mr. Chairman, Sir, that this monitoring committee is going to see that the final result is obtained by the end of August 1992. I have admitted from the beginning that there have been delays. There is no doubt about it. But at the same time in order to extract the whole thing, we have appointed this monitoring committee and they are going deep into the matter and are seeing to it that the whole thing is finalised, at least the investigation part is finalised by August 1992. Thereafter, cases will be filed in a court of law. I don't think there has been anything done deliberately. Ultimately we will have to go into the history of the entire thing. Four or five committees have been appointed and thereafter the last report which came to us was in 1990 Of course there has been no delay. I cannot say that there has been no delay. But at the same time effort is being- made to see that it is finalised.'.*(Interruptions)...*

MR. CHAIRMAN: Question No. 104

Operation of privately-owned wagons

*104. SHRI KAMAL MORARKA: †
SHRI P. UPENDRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to permit operation of privately-owned Railway wagons due to wagon shortage;

(b) if so, the extent of shortage of wagons and the response of the private sector in this regard; and

(c) what are the financial implications of the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

†The question was actually asked on the the floor of the House by Shri Kamal Morarka.

(b) The extent of shortage is being assessed. A Task Force has recently been appointed to work out the modalities and consumers are being contacted.

(c) The financial implications of the proposals will be assessed after the entire Scheme is formulated.

SHRI KAMAL MORARKA: Sir, 3 am surprised by the reply of the Government. The Government says that they have formulated a scheme to allow private parties to own wagons and yet the Government says, we do not know the extent of wagon shortage or the (financial implications of the scheme." I think this is putting the cart before the horse. I think that the Railway Board would have gone through the *Economic Times* of 10th January. There was a report in which the Railway Board says, "The whole scheme is ready". I am sure the Railway Board must be having calculations as to what is the extent of wagon shortage and what are the financial implications. Then probably it follows that because the resource crunch is there, we need the private sector to come in. Or is it the Government's case that, as a principle the private sector has to be invited whether or not there is a shortage? Which of it is true?

SHRI MALLIKARJUN: I have already mentioned in my reply that we have assessed. The assessment is there. There is a gap between demand and supply and there is no second opinion about the gap between demand and supply. If you want in specific terms, for example, I will give the present financial year's position. Actually, we need to procure about 38,000 of wagons per year. But because of the resource crunch, we are procuring, in this financial year, 25,000 wagons. That means, obviously, there is a gap. Therefore, Sir, we have formulated the scheme "Own your own wagon" and it has already been existing. In fact, in the case of some private parties like for the transporation of liquid Ammonia, there are some special wagons being owned by them. Also, the Indian Oil Corporation owns a special wagon for the transporation of the gas. For that, we are already giving some rebate. For example, in the first case, we give 10 per cent rebate. And in the second case of Indian Oil Corporation which is jointly owned by the Railways and the Corporation we, give 7 per cent rebate on train loads. Now that the gap has to be filled up. the scheme which is already existing and which has not been implemented so far, we have taken an initiative for it to materialise. In this connection, a task force has been appointed and the task force is in, touch with the other industries and even private individuals so much so that they would come up with their demands. This is how it will be finally formulated and the modalities will be worked out. After all you see when somebody puts in money, procures wagons and gives to the Railways which goes into the general pool, he should be guaranteed the supply whenever he needs, whenever an indent is made. This is the whole scheme which we have.

SHRI KAMAL MORARKA: Sir, my second supplementary is that we have seen in the recent Budget that the budgetary allocation for Railways has been very small compared to other sectors. The increase has been very minimal compared *to* certain other sectors. In Civil Aviation, the increase is over 200 per cent while the increase in the Railways is not even 10 per cent. While the discussion on the Budget is something different, I want to know specifically from the Railway Minister as to whether the Ministry had asked for higher allocation and whether the allocation was less; if so, by how much. And. how much of it can be augmented by schemes like "Own your own wagon"?

SHRI MALLIKARJUN: I Will not go into the Eighth Plan requirement which we have projected. But actually for the (financial year, we need about Rs. 6,000 crows. On the contrary—the hon. Member is night—the Planning Commission has allocated only Rs. 5,700 crores. Apart from that, the House' is aware of the feet of reality that our budgetary support is also coming down from 70-75 per cent to about 30 per cent now. This is the position.

SHRI P. UPENDRA: Sir, from the-Mimster's answer, it appears that it is a

vague and impractical idea which has emanated from the fertile mind of the Minister. In 1965-66, the number of wagons owned by the Indian Railways was 3,70,000 and odd. Today, it has come down to 3,46,000 in spite of the increase in profit by almost double. Therefore, there is a heavy shortage of wagons and he himself admitted that there is a resource crunch. I do not know whether there is only resource crunch. And I would like to know from the hon. Minister as to what is the total capacity of the firms in the public and the private sectors who are manufacturing the wagons. How many can they produce per year? If he says there is a shortage of 12,000 per year, as per his press statement and the statement made now, are they in a position to supply even if the private people want to buy? Here the question is the railways themselves are in serious arrears about overhaul of the wagons which they are owning. According to their own report 8.59 per cent of the broad-gauge wagons and 6.1 per cent of the metre-gauge wagons are due for overhauling. They are not able to cope with the overhaul of the wagons in the 414 workshops which the railways own. How can the privately-owned wagons be overhauled with the present state of the machinery? Will they be able to overhaul them? Has he thought of that problem?

SHRI MALLIKARJUN: Firstly, may I say about what the honourable Member has said? I don't want to say what he has quoted is not correct hut may I say it is not true that we have 3 lakh-odd wagons at our disposal, as he has said? Today the Indian Railways possess 5,64,000 wagons in turns of four wheelers of which 4,74,000 are BG and 84,000 are MG and 5900 N/G. Anyway, that is a different thing. As regards the question of repairs being in arrears, in the Eighth Plan we are procuring 1,50,000 of which 120,000 will go for replacement. That is, only 30,000 will be added to the fleet. So far as the wagons of the private owners are concerned it is the responsibility of the railways to maintain them. It is not that the private owners are going to maintain them. We have to maintain them because they will become part of the general pool.

SHRI P. UPENDRA: How can they handle the additional responsibility when they themselves are in arrears?

MR. CHAIRMAN: He says you cannot repair your wagons yourself.

SHRI MALLIKARJUN: This is the system in which we are living.

SHRI JOHN F. FERNANDES: It is a common sight that the shortage of railway wagons not only hampers the trade, but in a mining State like Goa it also creates pollution.. It is common knowledge that mineral ore is transported by road and dumped at the railway stations to be transported to the port areas. In view of the shortage of railway wagons this mineral ore is lying at the railway yards for a considerable period of time which creates pollution. May I know from the honourable Minister whether he will give priority to the mining industry to have their raliway wagons?

SHRI MALLIKARJUN: This is what I have told the steel industry, the cement industry, the fertilizer industry and other public sector units, that they should come forward and avail themselves of this "Own Your Wagon" scheme.

श्री छोटू भाई पटेल : महोदय, डिमांड और सप्लाई के बीच में जो गेप है, उसको पूरा करने के लिए सरकार प्राइवेट सेक्टर को देने के बजाय सरकारी फर्मों के पास जो पोटेंशियलिटी है उसका इस्तेमाल करना चाहती है या नहीं ? फार एक्जाम्पल बड़ोदा के पास प्रताप नगर में वैगन्स और कोचेज बनाने की जो पोटेंशियलिटी है उसका लाभ सरकार उठाना चाहती है या नहीं ?

SHRI MALLIKARJUN: Wagon production is done both in the Private sector and in the public sector. But in our workshops we hardly produce a thousand wagons. Naturally both the private sector and the public sector have to take care of the production of wagons.